

Fig. 1

- 6 STEERING ANGLE
- 7 PARKING SPACE COORDINATES (OPTIONALLY DYNAMICALLY UPDATED)
- 8 WHEEL SPEEDS
- 5 POSITION DETERMINATION MODULE
- 10 VEHICLE POSITION IN RELATION TO THE PARKING SPACE
- 9 STEERING ANGLE CONTROL MODULE
- 11 DESIRED STEERING ANGLE
- 12 STEERING TORQUE REGULATION MODULE
- 13 STEERING AID TORQUE
- 2 MEASURED DRIVER TORQUE
- 1 DRIVER RECOGNITION MODULE
- 4 RELEASE
- 3 LONGITUDINAL DYNAMICS CONTROL MODULE
- 15 BRAKE INTERVENTION
- 16 ENGINE TORQUE INTERVENTION
- 17 ACCELERATION REQUEST (GAS PEDAL TRAVEL) OR DECELERATION REQUEST (BRAKE PEDAL TRAVEL)

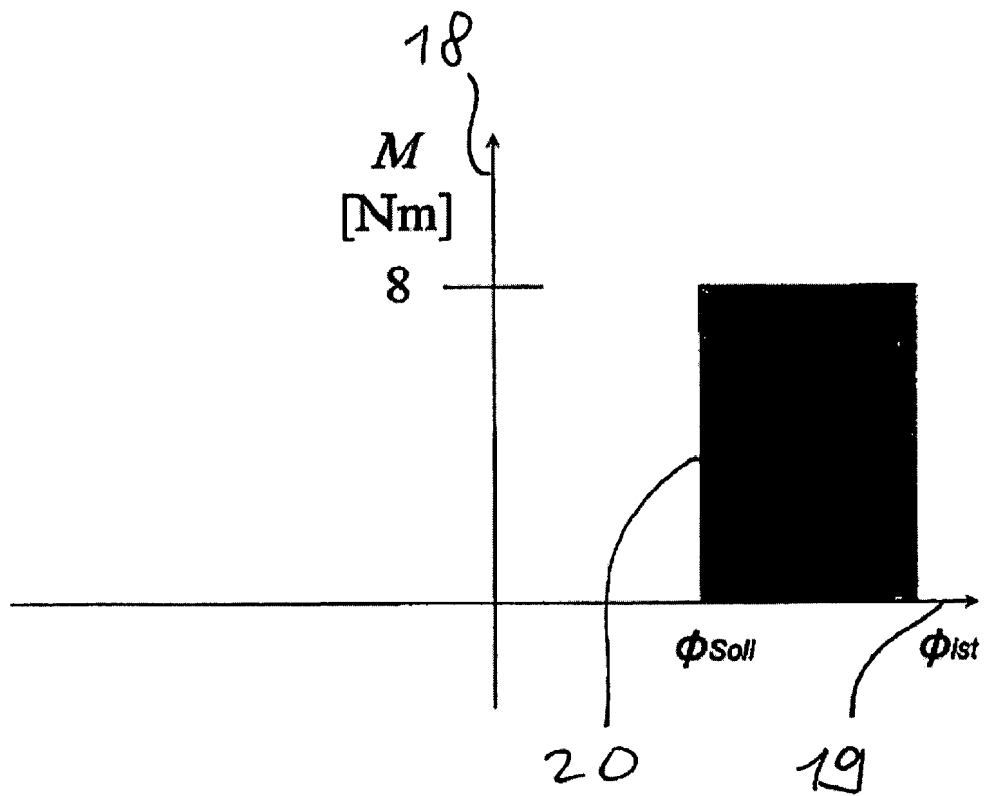


Fig. 2

$$\Phi_{Soll} = \Phi_{etpoint}$$

$$\Phi_{ist} = \Phi_{actual}$$

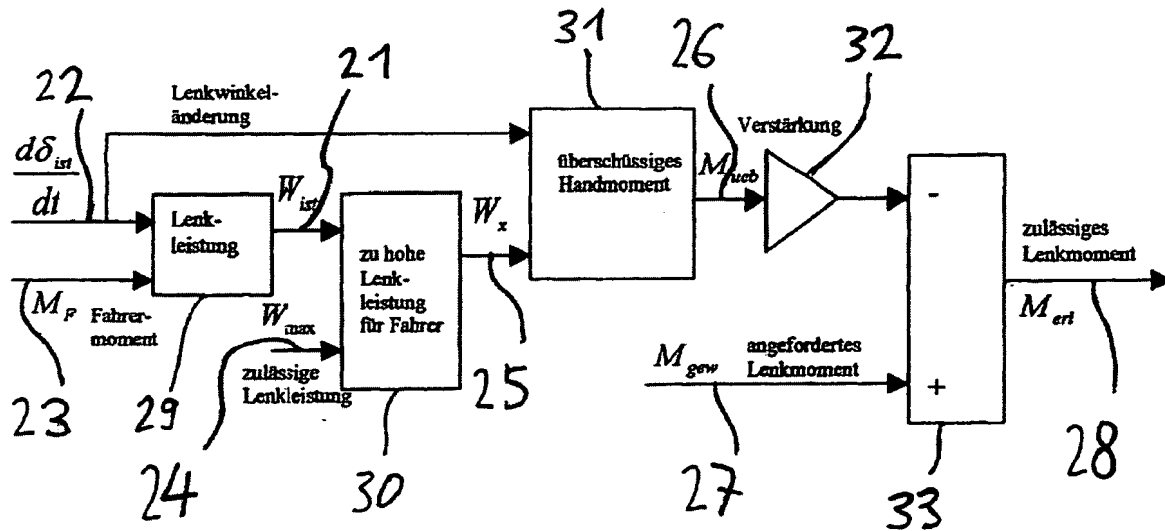


Fig. 3

Lenkwinkeländerung = change in steering angle

$W_{ist} = W_{actual}$ = actual work

Lenkleistung = steering work

Fahrermoment = driver torque

zulässige Lenkleistung = allowed steering work

zu hohe Lenkleistung für Fahrer = steering work too high for the driver

überschüssiges Handmoment = excess manual torque

M_{ueb} = excess torque

Verstärkung = amplification

angefordertes Lenkmoment = requested steering torque

zulässiges Lenkmoment = allowed steering torque

M_{gew} = desired torque